

PLANT FOLDER

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FIRST AREAS IRRIGATED ON MAIN TURKMENIAN CANAL SITE

THE first five thousand acres of new land will be irrigated this year on the Main Turkmenian Canal construction site. From now on, the area of irrigated land on the left bank of the Amu Darya will be progressively increasing all the time.

Preparations are now in full swing at Takhia Tash for the main work of building the canal and hydro-electric station. The project for the by-pass canal has recently been approved. This will

by V. KORNILOV

provide water for the project's "pioneer canal" until the dam across the Amu Darya has been completed. It will feed the reservoirs on the Uzboi, taking from the river some 35,000 gallons of water a second. This by-pass canal will be navigable to shipping.

Equipment Arriving

Huge quantities of building equipment are arriving on the site. Recently three electric excavators, each of over 9 cubic yards capacity, were assembled at Takhia Tash. They will soon be joined by several more excavators.

A suction dredger from the Volga-Don, No. 303, which will be the first to start excavation of the by-pass canal, is on its way down the Amu Darya. It will soon be joined by two more suction dredgers. Next year, however, new suction dredgers will be assembled at Takhia Tash itself. For this purpose a good-sized, well-equipped shipyard with building slips is being fitted out.

The builders of this great construction project have overfulfilled their programme for the first seven months of the year, and have pledged themselves to reach the entire year's targets by September 12, the second anniversary of the publication of the Soviet Government's decision to build the canal.

From the Volga-Don

Workers who have come to Turkmenia from the Volga-Don are achieving a great reputation for their excellent performance. Alexander Kutuyev, a bulldozer operator, for instance, is daily turning out three to four times his quota. Other outstanding individuals include excavator operators Goryukhin, Prokopenko and Storozhenko; scraper drivers Rodin and Ilyin; assembly man Meleshko, to name but a few.

Another group of Volga-Don specialists and skilled workers will soon be on the Main Turkmenian Canal site. The Volga-Don training centre—a great school for training skilled workers—is also moving to the Amu Darya very soon.

Surveying work is continuing on a large scale along the course of the future canal—there are now nearly twice as many on surveying expeditions as last year.

The Kara Kum desert can to-day no longer be called desolate. To-day one hears the hum of motors everywhere.

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Motor trucks have been crossing it in all directions, and their drivers have become so familiar with the desert that they can now go anywhere without guides.

What are the surveyors doing? Engineering and geological expeditions are continuing to tackle complicated problems. They are working out the course of the future canal, are determining the sites of hydro-electric systems, are studying the filter properties of the sands, etc. Equipped with up-to-date facilities, parties of an integrated geophysical expedition, one of the largest here, have advanced far into the desert.

Thousands of people are engaged in fixing and afforesting the sands. Already now, long before the canal comes into being, work has begun on planting saksaul seeds and saplings in the desert. Extensive preparations are being made by the builders of irrigation and water-supply systems.

The Turkmenvodstroy, an irrigation engineering organisation whose staff of many thousands is to bring water to collective-farm fields over a wide mesh of irrigation canals and infuse life into desert land, has set up headquarters at Tashauz.

Like the builders of the Main Turkmenian Canal, the irrigators are being assisted by the entire country. Machines and building materials are coming to the Turkmenvodstroy in an ever increasing stream. So also are highly skilled specialists and workers.